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381 THE PACIFIC RAILWAY

AND ITS EASTERN CONNECTIONS.

SPEECH DELIVERED

BY

LOUIS BEAUBIEN, ESQ., M.P.P.,

IN

THE LEGISLATIVE ASSEMBLY

OF THE PROVINCE OF QUEBEC,

ON

18TH JANUARY, 1875.

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To the Editor of "The Gazette."

SIR,—A few days after having delivered my speech in the House, I was asked to write it out in full, as the press had reproduced but a part of it.

To comply with the request of my friends, I have been obliged, in the midst of the labour of the Session, Sittings of Committees and the House, to do this work. I hope I shall be therefore excused my style is not that of the man who quietly sits down in his study and there writes undisturbed. I have hastily taken up each one of the arguments made use of at the time of my speech; that is all I propose to do, in fact all I could do.

With these few remarks, I will at once proceed.

I am, Sir,

Your obedient servant,

L. BEAUBIEN.

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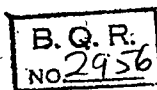
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THE PACIFIC RAILWAY AND ITS CONNECTIONS.

SPEECH DELIVERED

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LOUIS BEAUBIEN, ESQ., M. P. P.,

In the Legislative Assembly of the Province of
Quebec, on the 18th January, 1875.

MR. SPEAKER,—I have the honor of proposing, seconded by Mr. Bellingham, that the Committee on Railroads be requested to enquire into the best measure to be adopted to insure to the Province of Quebec a direct and advantageous communication with the branch of Pacific Railway about to be constructed between Georgian Bay and Lake Nipissing, and to report thereon to the House at an early opportunity.

REASONS FOR PREFERRING CERTAIN QUEBEC RAILROADS.

If one enquires for what reason the North Shore and the Northern Colonization of Montreal Companies have been preferred—if I may thus speak—to other Companies likewise and at the same time asking aid from the Province; if it is asked why these two railroads are preferred to the Kennebec railroad, for instance, which road is called to restore prosperity to the city of Quebec, that old cradle of our population; if it is asked why these Companies have been preferred to the important Eastern Townships Railways, which are expected to put us in communication with the important cities on the Atlantic coast;—the answer to that question will be found in the speech delivered on the Budget by the Hon. Treasurer of the Province, during the past session, wherein he says:—

“It is highly important to our prosperity as a Province that the eastern end of the Pacific Railway should be built direct through our Province, to the tide waters of the ocean at this city. To secure this, we should be ready, as soon

as possible, with that portion which passes through our territory. If we wait till the Pacific Railway is built, before being ready for the connecting link between the easterly end of the Pacific Railway proper and the western end of our Northern Grand Trunk Line, we may rely upon it we shall be cut off by other connections made from Ontario, and find ourselves too late; other communications for trade and transport of goods opened up, trade will be diverted into other channels, and we will be left out in the cold, so far as being part of the Pacific Railway is concerned. Our railway, if not built now, will probably never be built; at all events we would lose the main connection with the West or the North, and lose it for ever.”

The Hon. Treasurer had understood that it was time for the Province of Quebec to take the lead in the competition for commerce of the West, towards which all the towns of the Atlantic were tending.

One sees these cities extending their lines towards the West, cutting through mountains,—in a word, establishing a direct communication between these same cities which are forwarding to Europe and the vast productive regions of the west which will give bread to the whole universe.

QUEBEC ROADS THE SHORTEST.

We have, therefore, had the preference shown us because we have been called to bring the products of the West to the Province of Quebec, by the shortest route. On this score do we claim the preference shown to us, preference which would have

been a crying injustice toward the other companies if we had not been able to plead this grand object of the West, and I do not fear to repeat it, although myself interested in these roads, from having given my time to them for many years past, if I thought that we could not attract this commerce from the West, as is expected of us, I am ready to declare that we have no right to the preferential grant which has been made to us. I feel, therefore, perfectly justified, Mr. Speaker, in placing this question of our relations with the West before this honorable House. We have at present, if I may thus speak, to derive profits from the investments which we have made to attain the results intended, in a word, to arrive at the goal which has been pointed out to us. Not only do I ask the concurrence of this honorable House, but, at a time when the Federal Legislature is about to assemble, I will also venture to call the attention of the hon members of that Legislature to the subject upon which we are about to debate. I cannot choose a more opportune moment, nor a more favorable place than the present one to bring the question before the country.

One of the principal questions to be discussed will be, when next the Federal Legislature assembles, that same question of deciding how and by which lines of railroads it is proposed to bind the Pacific Railway with the network of the railways established in the Provinces of Ontario and Quebec.

In order to confer on this all-important question for both of them, the North Shore and Northern Colonization Companies met together, and after having discussed the question at great length came to an agreement together on all points, and appointed a deputation to go to Ottawa to lay before the Premier of the Dominion the paper containing their joint views; these papers have already been published.

I must mention, Mr. Speaker, that the first point raised at this meeting was the settling of reciprocal running arrangements between the two roads, thus allowing all trains to pass. The two Companies came to a perfect understanding on that score, and I believe that the country, which had the right of expecting such a result, will be apprised of it with satisfaction.

DEPUTATION TO OTTAWA.

The first request which the deputation had to make to the Hon. Premier was that he should cause the exploration and localisation of the road, of which he proposed to construct a part, from the Rivière des Français to Lake Nipissing, and where-

of he intended subsidizing the other part from Lake Nipissing to Renfrew. The deputation, resting on the data supplied to it by its engineers, maintained that the road by the Mattawa was by far to be preferred, both from an economical and commercial point of view, and *de facto* the shortest, considering the easy grades, to that proposed or rather preferred by the Government; and consequently it would only be just that the two lines should be explored in a way that would allow that a judgment, matured and founded on facts, should be pronounced upon them. The Hon. Premier, pointing to the map, replied to the deputation that what Montreal and the Province of Quebec should first seek was a straight line between a point situated on the Georgian Bay, at the mouth of the French River, and the line already constructed in the valley of the Ottawa. None other but a direct line, said he, would ever satisfy the city of Montreal, and were any other line adopted, this latter one would not be long before it saw itself supplanted by the direct road, as one can see in the United States, where this is exemplified by the piercing of the Hoosac Tunnel at an immense cost, all this labour being expended merely to shorten by a few miles the road to the West. But, Mr. Speaker, whilst the Hon. Premier, armed with this principle of a direct roadway favored the road of his choice, and was thus maintaining his point, it was quite allowable for us to anticipate a little the construction of this line, whilst seeing in the future all the results that it would accomplish; it was permissible for us to see rising, growing and developing themselves groups of populations, villages, towns, or in a word, all the vast back country of Ontario, this back country already peopled and still helping to increase the preponderance acquired to Ontario by the density of its population occupying the banks of the St. Lawrence. It was likewise allowable for us to foresee Ontario thus assuming, by virtue of expenses made by the whole Dominion, a preponderance, against which all the rest of the Dominion would in vain have tried to struggle.

We could see the Hon. Premier base all his argument, all his able pleading, on the fact that he had for him on the map the direct line, and we agreed that, if we could prove that the line proposed to us as the most direct, was *de facto* not the shortest; but that we could claim this advantage for our road by the Mattawa, all the great results that we anticipated a while ago would become the appanage of our Province. The interests of the Do-

minion would not for that be the less served.

I perceive, Mr. Speaker, that on the map being consulted I am looked up to with some surprise. I admit that my assertion needs developing somewhat, but I anticipate a triumph for it none the less.

SHORTNESS OF THE LINE DEMONSTRATED.

With the map alone before him, the argument of the Hon. Premier is invincible. On that map, Mr. Speaker, reigns as sovereign master the geometrical axiom that a straight line is the shortest road from one point to another. But this line may cease to be so, not only by lateral divergencies which will appear on the map, but also by vertical divergencies which will not appear on the map, and which can only be discovered by tracing the profile of the road. Let us remember the following principle: the lateral divergency is measured by the surveyor's chain, the vertical divergency by the level of the engineer.

We are going to prove by the report of Mr. Legge, which I shall quote, that the vertical divergency which is found in following the road preferred by Mr. Mackenzie is much more considerable than the lateral divergency to which we must submit in following the Mattawan road. We shall thus have proved that our road is the shortest.

The experience of civil engineering has demonstrated that an elevation of 20 feet on account of the increase of traction necessary to raise all the traffic to that elevation, was equivalent to a mile of distance gone over on a plane surface. Thus, by dividing the total amount of feet of vertical divergency or of level by 20, one will have as result the number of miles to be added to such a line when one wishes to compare it in length with one constructed on a plane surface.

It is by putting forward this principle which none—no engineer—can dispute, that we can, without fear of being contradicted, affirm that the road by the Mattawan is really the shortest. Let us therefore prove that our levels are the lowest. But I must first tell you, Mr. Speaker, that when I witnessed the assurance with which the Hon. Premier rejected the assertions of our engineer, and heard him declare that the road from Renfrew to Lake Nipissing was perfectly easy, did not present any extraordinary obstacle and did not possess the high levels which made it objectionable, I was a little shaken in my convictions; so that after the interview had taken place, I asked our engineer if he was still of the same opinion after hearing such assertions. I had not

long to wait for an answer, Mr. Speaker, and I see it in a report addressed to our Board of Directors, on the said interview of the delegation with the Hon. Premier. Mr. Legge based his opinion on the reports of Messrs. Shanly and Clarke, at the time of their explorations for the construction of a canal through the valley of the Ottawa, and on the scientific explorings of Sir William Logan. If any one wishes to cast doubt on the reputation of these distinguished men whose data are in our favor, we can say that on the other side, and to sustain the rival line, that proposed by the Government, we have merely the report of an engineer who, without any instruments and without taking any levels, went on foot as much as he could over the proposed line between Renfrew and the Georgian Bay. It seems to me, Mr. Speaker, that it would not have been difficult for this engineer to carry with him an instrument, which would hardly have delayed his walk and wherewith he could have from time to time taken levels, to do which he seems to me to have been more bound than was Sir Wm. Logan when making his report.

EXPLORATIONS OF MESSRS. SHANLY AND CLARKE.

In their explorations for the construction of the Ottawa canal, Messrs. Shanly and Clarke place the level of the Lac à Truite binding together Lake Nipissing and the Mattawa, and situate on the line which we prefer, at 665 feet above the level of the sea.

This Lac à Truite is situated on elevated lands; its waters lie at its western extremity, towards the Georgian Bay, whilst at its eastern extremity its waters meet the Ottawa. We have thus as a point of comparison between the two lines, the most elevated point situated on ours. On the line preferred by the Hon. Premier and equally situated on elevated lands, are two considerable lakes, one the Lake of Burnt Island and the other Otter Lake; the one empties its waters into the Muskoka River and the other into one of the branches of the Ottawa.

We are acquainted with the level of the two lakes, which have been furnished to us by Sir William Logan in his reports for the years 1853 and 1856. We find the level of these lakes to be 1405 feet; now we know, Mr. Speaker, from those who have explored that part of the Province of Ontario that the banks of these lakes attain in some places an altitude of 300 feet; consequently, as the projected railways must necessarily rise to the height of the surrounding lands, we would very likely have to add the height of these same

banks to that attained by the level of the lake, which would give us a height of about 1000 feet; say 1000 feet of greater elevation for the road ending at Redfrew.

This would make an additional 50 miles to be added to that road if we take into account the aforementioned banks.

MR. LEGGE'S REPORTS.

Mr Legge says in his report:

"I am aware that the Hon. Premier is under the impression that there is no difference of elevation at the point where the lines intersect, no doubt from information received from other authorities which he judges competent in the matter. Nevertheless, I will venture to quote authorities of incontestable ability.

In the explorations made with instruments by Messrs. Shanly and Clarke for the Ottawa Canal and Lake Huron, we find that the point where the two above-mentioned lakes discharge their waters into the Lac a la Truite, for the projected canal line in the vicinity of Lake Nipissing, is about 655 feet above the level of the sea.

In the maps carefully prepared by Sir Wm. Logan for the years 1853 and 1856 we find that the Lake of Burnt Island and Otter Lake, the respective sources of the Muskoka River running into Lake Huron at the West, and of the Petewahwah discharging itself into the Ottawa at the East, are each 1,405 feet above the level of the sea.

These two lakes are situated at a short distance one from each other, and on the direct line of the Hon. Premier, between the mouth of the Riviere des Francais and Renfrew. The hills of the surrounding country through which the road will pass are considerably above the level of the waters of those lakes, whereas the southern shore of Lake Nipissing, near the Lac a la Truite, has but a slight elevation. Nevertheless, by taking the surface of the highest waters of Lac a la Truite and Otter Lake, so as not to be mistaken, we find a difference in level of 750 feet in favour of our line against that preferred by the Hon. Premier, and it is on this extreme height that the immense traffic which will at all times take place on the Pacific Railway will have to pass. The experience of engineering demonstrates that, for the objects of transport, 20 feet of vertical height are equivalent to one mile of level grade. Consequently, if we adopt this view, the extreme height, let us say 751 feet, will be about equal to 37½ miles of additional road, which, added to the distance already known by the map, will, for the purposes of transport, make the line of the Hon. Premier 322½ miles, or 35½ miles longer than its rival, the North-

ern Colonization Road, from Ottawa via the Mattawa and Lake Nipissing to the same point at the mouth of the Riviere des Francais. These results which cannot be set aside will much embarrass those who advocate the direct line of Ontario. I am under a strong impression that the ultimate conclusions would be still more striking, if one had the opportunity of comparing the two rival lines, after having explored them with the aid of instruments. We could then minutely compare the whole question of inclines, curves, of the actual measurement of the lines, of the costs of construction, of the amount of subsidy which would have to be given by the Local Governments of Ontario and Quebec, together with the municipal aid if there is to be any and then to decide in favor of one of the two rival roads. As I declared in my report of the 31st March, page 21st: "The Federal Government would then be able to judge with a true knowledge of the facts and act to the best of the interests of the country."

Again, Mr. Legge says in his second report:

"You will notice from the foregoing, that this extraordinary elevation of land over which the traffic is to pass, is a question of capital importance in determining the relative value of the two lines. One may also consider as forming part of the same subject, the elevations and inclines of the degree of intermediate elevations, by going closer to the high levels, taking as a starting point the waters of Lake Huron and of the Ottawa. This information which is necessary for the purpose of comparison, can only be obtained with the aid of a minute exploration with instruments, of the two routes.

"With regard to the principal point, that is the passage of high levels, one cannot give to this object a higher authority than the exploration made with instruments by Sir William Logan, who established the high level of the water of the Lake Burnt Island and of Otter Lake, on the line of the Hon. Premier, at 1405.85 above the level of the sea, whilst Messrs. Shanly and Clarke place the level of the Lac a la Truite, culminating point of the Mattawan Line at 655 feet above the same datum, which constitutes in favor of our line a difference of 751 feet and represents, as I have said before, in so far as it effects the transport on the Northern Colonization of Montreal, a saving of 37 miles or practically makes that road shorter by 25½ miles than that which has the Hon. Premier for its champion.

"I must here mention, with regard to this important point which offers a field for discussion, and whilst submitting the

facts to him, the hon. gentleman was pleased to observe that he considered that Mr. Legge had no authority to decide that such a difference existed between the extreme levels. Thus did he at the time curtly settle the question. As a matter of interest one may also recall the fact that he did not on that occasion seem to pay any attention to the nature of the land (which was of the prairie kind) which his line is to cross. It was nevertheless a point which had strongly been insisted upon in a previous interview with the delegation from Pontiac. Nor was any mention made of the additional amount of money which the Federal Government would be called upon to supply by simply constructing the direct line of Ontario,—amount reckoned in the report of the 24th September last at about an annual sum of more than \$270,000,—which would happen in case the Province of Ontario did not in any way contribute, and also that the relative cost per mile of the two lines would be the same. The observations of the hon. gentleman on this financial point would no doubt be considered with interest, supposing always that he did not treat that question in the same summary manner as the extreme levels.

OUR ROAD THE NATURAL ONE.

"The more I study and examine this question from all its various aspects, the more am I convinced that the road traced across the Valley of the Ottawa via the Mattawa is the most natural road from a financial, commercial and national standpoint for the Grand Trunk or Northern Road from the cities of Quebec and Montreal to the lakes of the North West, consequently the choice of any other road would not only be an exceedingly great mistake, but even a crime, the results of which would be felt for ever by millions of the population."

Our line, the line of the Mattawa, the line of the Province of Quebec, is the shortest by 25 miles. The arguments in favor of the shorter line made use of by the Hon. Premier in support of the line which he prefers must therefore be against this same line and apply in favor of our own! It is the line by the Mattawa which Montreal must ask for as being one which can never be supplanted by any one as favorable. It is now for our Ottawa legislators to set forth the natural advantages which the Province of Quebec possesses; to turn to advantage the generous gifts with which nature has endowed us.

AN IMPARTIAL SURVEY ASKED FOR.

Now, Mr. Speaker, I repeat it, if these

be not the facts, if the difficulties which we say exist in the road of the Hon. Premier; do not exist in reality, if he can find the level and valleys whereof he speaks of, we shall submit and no longer mention the Mattawan, we will even add that we will not ask so much that the road which we have advocated be selected as that an impartial survey be made by instruments by people of experience in these matters.

We ask of the Federal Government which will have the appointment of the engineers who will make the exploration, to be itself the judge between the two lines. Is this unreasonable? The figures of Messrs. Walter Shanley, Clarke and Sir Wm. Logan, are they erroneous? If the Mattawan line does not become the shortest line as a matter of fact, an account of its levels and facilities of construction and maintenance; if, in a word, all the arguments set forth by the Hon. Premier are not to be withdrawn from his line in favor of ours, we shall submit with good grace; but let the matter at issue be clearly investigated.

The delegation also claimed preference for the line by the Mattawa, because that line was considered by all the Province as a national one; thus was it termed in the Federal Legislature during the debate on the terminus of the Pacific Railroad. Situated on the south-east of Lake Nipissing, this terminus is on the road whose adoption we ask for. Located at 25 miles south of Lake Nipissing, it is that much nearer to Toronto and lengthens our lines in the same proportion; therefore also was this point discussed at some length in the Federal House. Let us look at the votes and deliberations of that House for the sitting of the 31st May at the session of 1872.

RIVAL PRETENSIONS OF THE TWO PROVINCES.

Mr. Speaker, during this discussion we see the two rival provinces strongly asserting their pretensions. The *extreme Ontarios*, if I may thus express my ideas, propose that this terminus should be placed at the south and the west of Lake Nipissing, far from us; such is the motion made by the Hon. Mr. Mackenzie, seconded by Mr. Blake, then leaders of the Opposition. The *extreme Quebecs* propose that the terminus be located near and west of Ottawa and not south of Lake Nipissing, nearer us; such was the wish of Hon. Messrs. Dorion, Fournier, and of my friend the member for Lotbiniere. The discussion lasted some time, I had not at that time the honour of belonging to the Federal Legislature, although I was present at Ottawa. For a longtime one fought over the banks of Lake

Nipissing. The representatives of our Province as well as the hon. member for Lotbiniere were of opinion that even the banks of Lake Nipissing were too distant from us.

PRESENT STATE OF AFFAIRS.

How do we stand now? Not only have we abandoned or have we been made to abandon the shores of Lake Nipissing, not only have we had to abandon even the Act passed at the last session of the Federal Parliament, which Act established the terminus at the South of the Lake, but the hon. Premier tells us that his line will be 35 miles distant from the Lake. A large majority of the House, Mr. Speaker, fixed in 1872 the terminus at the South East of the Lake. Between the two extremes, the mean one was adopted and thus justice was done to all parties. To-day the Hon. Premier asks us why we speak of Lake Nipissing, what we could go and do out there, what important point we could meet out there. There is no trade there, says he in his answer to the delegation. Why do we speak of Lake Nipissing? Why has the Federal Government already chosen it as the terminus? Why, Mr. Speaker, Lake Nipissing was not more important then that it is now! We spoke of it then and we speak of it now, because it is situated on the line most favourable to us, because if you put back that point where all the lines are called upon to converge, you lengthen ours to shorten those coming from Toronto. We ask these representatives, who like my hon. friend the member for Lotbiniere, were not in favor of the south of Lake Nipissing in 1872, who were then of opinion that the shores of that lake were too distant for us, and who pointed out and designated the shores of the Ottawa itself as their point of predilection for the rendezvous of all the lines. We ask them to be good enough to remember their view of the matter at that time. We stand in need of their help to-day, if we do not wish to see predominate views diametrically opposed to those which they then recorded in the annals of the House. If changes do occur in political spheres, surely the topography of the country remains such as it was, and does not change.

Should one give us as a reason that the line now projected passes 35 miles below the southern extremity of Lake Nipissing, that the enterprise of the Pacific Railway has been subjected to several changes, that all that now remains to be done is to bind the Georgian Bay to our network of railways, we will call attention to the reply of the Hon. Premier himself, whereby we see that he continues his explorations north of Lake Superior, thus showing that

he does not apparently abandon a road constructed entirely on Canadian territory. The enterprise would remain the same. The road which we ask for from the Riviere des Francais on the Georgian Bay, by way of Lake Nipissing, the Mattawa, up to Aylmer, in the Province of Quebec, is, *par excellence*, the national route which unites the most suffrages and which would do justice to all, without taking into consideration that Nature herself indicates it.

COST OF CONSTRUCTION.

Via this road of the Mattawa and Lake Nipissing, our able and impartial engineer, Mr. Legge, publicly affirms that he is able to construct a railroad of the first class. He would give guarantees which would satisfy the Federal Government, and all he would ask would be \$30,000 per mile. At that figure, says he, he would realize a fair profit. If one wishes to speak of the difficulties which are in the way of the construction of that road, why is not that offer accepted? Mr. Legge also affirms that no serious contractor will venture to tender for the construction of the road now chosen by the Government at a lower figure than \$40,000 per mile. One must, says he, have a margin to meet the enormous works which the enterprise of the Government may have in store for them.

DIFFICULTIES OF THE GOVERNMENT ROAD UNKNOWN.

One does not know what may happen on the road where plan and profile are equally unknown; how many cubic yards of soil, rock, &c., will have to be removed on a given extent; what quantity of materials will have to be transported to fill up the depressions occurring in some places, &c., &c. Everything about that road is unknown. An engineer has gone over it more or less without taking any levels or measurement. Nevertheless, the Government asks for tenders when it cannot decide upon the exact road to be followed. We were enabled, during last summer, to explore and to locate the line for a distance of 200 miles, from Aylmer to the Mattawan; and for that, taking into account the experimental lines, we had to trace by aid of instruments, a distance of over 300 miles. The road between La Riviere des Francais on Georgian Bay and Renfrew or Pembroke was not a longer one to explore. Why was it not done? We should now know what is the state of levels on account of which we object to the Government lines.

I saw lately in an advertisement published in *L'Evenement*, in Quebec, that the term fixed for the reception of ten-

ders for the construction of the road undertaken by the Government had expired on the 20th or 21st of November last.

I cannot persuade myself, Mr. Speaker, that the Hon. Mr. Mackenzie, who is preeminently a man of business ness, will proceed with such undue haste. We are greatly interested at his looking the matter in the face once more; for the more he examines it, the better will be our chances. To-day, at the time when the contract for the Government line are about to be given out, no one knows, at least the public does not, where that line will strike Georgian Bay. It is said at the Riviere des Français; but the Riviere des Français or its mouth or rather its numerous mouths as it spreads itself out into several ramifications, covers a vast space of perhaps 15 or 20 miles. Happy are those who quietly and without noise can get to learn the exact point where the Government line will reach the waters of the Georgian Bay. At that spot will be made all the transshipments necessitated for the transport of the grain of the West; elevators will rise as if by enchantment; a large city will establish itself on the shores of the Bay and become a rival of the American city of Buffalo. And the uncertain, floating untraced line of the road without a single stake to indicate the birth-place of the future town, says nothing to the public of the spot where these great things are to be accomplished.

Has the country not the right to demand more ample information?

I will not say anything of the difficult position wherein the Government will find itself if it decides upon giving the contract before any line has been localized, without knowing the profile of the road and having to transact with contractors who know still less about it and who will bind themselves to accomplish a work whose extent and cost they are ignorant of.

MONTREAL'S CLAIMS VERSUS TORONTO'S.

In its memorandum, the deputation informed the Hon. Premier that at the time when one appeared disposed to favour with subsidies three lines in the Province of Ontario to put the Pacific in communication with the roads of the Provinces, it was but just that of those three, one at least should be constructed as much as possible in the Province of Quebec, especially if we offered the shortest road, will we add now.

On our mentioning three roads subsidized in Ontario, the Hon. Premier asked me, with some astonishment, which were, except the Canada Central which goes to Renfrew, the two others.

I will now explain to this House how

we arrive in finding these two other roads subsidised in Ontario.

CLAUSE IN THE PACIFIC RAILWAY ACT.

By the Act of the Pacific Railway, passed at the last Federal session, the Government obtained the authority of "granting such bonuses or grants, subsidies or subvention to any company or companies already incorporated, or who will be so in the future, to an amount not exceeding \$12,000 per mile, who will be able to ensure the construction of branch lines starting from the Eastern Terminus of the said Canadian Pacific Railway to unite with lines of railroad already, or existing, or in prospect."

Good care was taken not to forget the plural term in this clause, and for a good reason. Does it enter the mind of a single one of our political men that the Province of Ontario, already so influent in the destinies of the Dominion, will allow the subsidizing of a line coming from the terminus of the Pacific, and directing itself towards the valley of the Ottawa, without exacting that another coming from the same terminus and directing its course towards Lake Ontario be equally subsidized? But during the last Federal session, was not a company incorporated under the name of the "Neutral Link Company," with the express object of asking for and obtaining that subsidy?

Would Toronto be left without a certain connection with the Pacific whilst by means of a subsidy that connection would be guaranteed to other parts of the country? Has one forgotten the struggles for supremacy in that enterprise of the Pacific between the two rival companies, one of whom was understood to represent Montréal and the other Toronto, under the old Administration?

We are all aware that it was the intention of that Government to connect the Pacific Railway with the network of railways already existing by two subsidized lines, one going towards Toronto and the other towards Montréal. This fact is known to every one. And the present Administration cannot do otherwise, let me even say would not dare do otherwise.

Such a programme will force itself upon every administration which captivates equally the favor of Ontario and Quebec will be desirous of remaining in power. Should any one doubt what I am here advancing, I will content myself with invoking as a proof the immense clamour of disapprobation which would rise in all Ontario, if the Hon. Premier would declare that the line halting at Renfrew will alone be subsidized. Hon. Mr. Mackenzie, will

he ever make such a declaration? Not Toronto, so jealous of Montreal, so ambitious of attaining her prosperity which she envies, will see that one of her lines going towards the Pacific is subsidized.

This gives us two of the lines, 3 subsidized.

In order, Mr. Speaker, to discover the third line which is to be subsidized, the reasoning will be a little longer, and I shall have to trespass for a longer time than I am desirous on the attention which this hon. House is granting me with so much indulgence. But I have to mention facts of the highest importance for us all. If at times I seem to make strange digressions and to travel too far from my subject, I will beg a little patience; after all it will perhaps be discovered that I am not in the wrong. If I pass by the Northern Railroad of . . . Toronto, I will perchance give a good reason for it. A word by way of introduction on this railway.

IN DEBT AND PLEADING POVERTY.

The Toronto Northern Railway has, like the Grand Trunk Railway, profited by the resources of the two then united provinces of Upper and Lower Canada. It ended in contracting a debt of £400 000 sterling, say \$2,000 000, which it owes to the Dominion, and of which it simply, to use plain language, wants to get rid of. It is now nearly three years that all is set in motion with different governments, to attain that result. There is not anything that has not been tried. This road, which did not pay its shareholders, has fallen into the hands of its bondholders. It is for that reason that the Hon. Mr. Mackenzie says now that the Northern Railway does not exist any longer. It does not exist any longer for the good reason that the bondholders and their representatives having in hands the running and working of that line, and finding that it pays well and that its receipts for this year amounting to one million, increases rapidly from year to year, have not the intention of letting it go out of their hands. For that reason, do they make a great show of poverty. After having paid the interest on some preferential stock, let the income increase, there is always some desirable amelioration which is made necessary, the poor shareholders and especially the Government is forgotten, to which latter it is essential to prove that they have a bad debt in hand, and the Government does not receive anything.

• Such are the details which are to be found in the Parliamentary debates themselves, raised on that question of the Northern Railway, during the last Federal session. It is now two sessions during

which, without being in the least embarrassed by the changes of governments, changing its advocates in the House, according to necessity, the Northern Railway always reverts to that question of being relieved of its debt by making a compounding of 25 cents in the dollar. During the past session, it was the Hon. Mr. Mackenzie himself who undertook to oppose this measure and to prove that the Northern Railway could perfectly well meet its obligations. We of the Province of Quebec, we united with him. I was at that time a member of the Federal Legislature. I can here call in testimony the indefatigable representative of Terrebonne in the Commons, Mr. Masson. I say indefatigable, for really he was so on that question, and the country will be grateful to him for it. How we rejoiced, Mr. Speaker, when we found that our efforts joined to those of the Hon. Mr. Mackenzie, who was then leader of the Opposition, were preventing the execution of a crying injustice to our Province and to the whole Dominion. Why should one really abandon a debt as bad, when capital and interest can be made to flow back again into the coffers of the Treasury. But "arrangements can be made with the Heavens;" I was also about to say with the Hon. Mr. Mackenzie. I see by the records of the Federal House of last session, at the sitting of May 22nd:—"Hon. Mr. Mackenzie (he had then moved from the benches of the Opposition to the Treasury benches) proposes in Committee the following resolution, which had received the prior sanction of the Governor-General: That it is expedient to provide that the Government should abandon its lien on the Northern Railway of Toronto." The Government receiving in return \$500 000 and retaining the second issue of debentures for an amount of \$200,000, and debentures of the third issue for an amount of \$200,000. I have already said that the debt of the Northern Railway amounted to \$2,000,000. Thus is, therefore, the question once more brought before the country by the new Administration. At the last session, the Hon. Mr. Mackenzie did all he could to obtain for the Northern this advantageous composition aforementioned.

THE NORTHERN OF TORONTO IN A GOOD CONDITION.

The debt of the Northern is an excellent creation for the Dominion, and which can be collected, both capital and interest, the greater part of it at least. To prove what I advance I will quote the words of the best friend of the present Administration, as recorded in the columns of the *Globe*:

At the time of the discussion of the measure proposed by the Hon. Mr. Mackenzie, Hon. Judge Wood, now Chief Justice of Manitoba, spoke strongly against the plea of poverty set forth by the persons interested in the Northern. During the sitting of the 22nd of May he said: "Does the Government really know all about the value and the assets of the Northern? By the resolutions moved by the Government the Company would receive a considerable sum to which it has no right. The Northern Railway is quite as able to meet its obligations as the Great Western. The Northern does not need any special legislation."

The resolutions of Hon. Mr. Mackenzie were nevertheless adopted. That is what I read in the *Globe*.

If I take the *Mail's* version of the same debate, here are some other assertions attributed to the Hon. Mr. Wood: "If he was to believe the assertions of persons in connection with the Company, it was in a position to pay the interest on all the bonds it had issued. The Company is not in a worse condition to-day than it was last year. If the hon. Premier insists on passing his measure, he thinks it his duty to oppose him in a most determined manner." Hon. Mr. Mackenzie states that he will insist upon the measure becoming law.

The Hon. Mr. Wood continues: "The Company's affairs are not in a bad state; it is the best road in Canada, and yet they persist in loudly complaining of their misery. Assuredly a Company whose receipts amount to one million dollars in a year cannot be in a precarious position. No interest has been paid because no one has insisted upon its being paid, and because there has expended on the road all the money which might have been refunded to the Government."

Mr. Currier declares that the Company is doing an excellent business, &c., &c.

Besides, every one knows in Toronto that the Northern is in an excellent condition. Only there is in it, provided poverty be pleaded to all times, an excellent affair for the financiers who in the name of the bondholders have in hand to-day the direction of the road. To attain this end, a group of political influences has been formed, which are set in motion according to circumstances, according to the good or bad fortune of political parties. And these men who, only a few months ago, praised to the skies the administration of Sir John, are now on their knees to that of Mr. Mackenzie. It seems to me that the hon. gentleman is not altogether indifferent to their homages, since he, once their for-

midable adversary, has consented to take their cause in hand.

From the opinions expressed above, we may conclude that if the Government will look into the matter closely and insist upon what is due to it, the debt of the Northern will take rank among the productive assets of the Dominion. Compounding so good a debt is therefore a loss for us. Besides, freeing the Northern of a debt which it is able to liquidate, if I am to believe what the Hon. Mr. Mackenzie said two years ago, is equivalent to a grant made to it by the Dominion for a like amount. Freed from this debt, if the Northern wishes to push its line further north, towards the terminus of the Pacific, it will be able to do so. And that is precisely the idea. That is what is desired and projected. If the Northern comes thus unjustly and indirectly and plunges its hand into the public treasury; if it begs that one does not compel it, in just reimbursement, to disgorge its surplus and pay when it is able, it is to put in its power the means of pushing its line towards Lake Nipissing, and to arrive there the first, and I prove it. The Northern does not need repairing its way while it is in good condition.

At the time that the Hon. Mr. Mackenzie, from his seat in the House, and as leader of the Opposition, brought all possible opposition to the measure proposed to rid the Northern Railway of its debt, Sir John A. Macdonald, compelled to withdraw the Bill, stood up, and I heard him pronounce the following words: "In withdrawing this measure, I let weigh on the shoulders of the leader of the Opposition all the responsibility of the fact that the Northern of Toronto shall not be put in a position to be the first to arrive at the terminus of the Pacific."

MOTIVE OF THE PREMIER'S POLICY.

Here is the true motive confessed. The Northern, which has a line in perfect order, wishes to extend it at once, and be the first to put itself in communication with the Pacific. And the whole of the Dominion is asked to contribute, is invited to contribute, to this enterprise of importance for Toronto! The Hon. Premier approves this idea, and at the next session we may be certain, let our representatives in the Commons expect it, the question will again be brought on the tapis, and great efforts will be made to ensure its success. Let only as much be granted to the lines which run towards the Province of Quebec as one is disposed to grant to the Northern by freeing it of its debt, and we can, if it is particularly wished, let Toronto succeed in its little stratagem.

HON. MR. HOLTON'S CONDUCT.

I cannot let this opportunity pass without appreciating here, as it deserves to be, the service rendered to the Province by the Hon. M. Holton at the time that question of the Northern was discussed.

Consequent with himself, and adhering to the same line of conduct which, in company with the Hon. Mr. Mackenzie, he had held in the preceding session, Hon. Mr. Holton opposed the passing of the measure which was to rid the Northern of its debt. Observing the consideration which is due to one another by members of the same political party, the hon. member for Chateaugay did not wish to ostensibly and publicly oppose his political chief, but he did not any the less raise serious obstacles in his way, which obstacles he could easily find with his well recognized experience of parliamentary constitution.

Hon. Mr. Holton attacked the form and succeeded, that is all he desired to do.

At the next session, whether he attacks the form or the basis of the measure, he may do as he sees fit; provided he is as successful, the Province of Quebec will be grateful to him if this unjust law is not imposed upon it.

THE PREMIER'S STRATAGEM.

But it will be said to me: In his answer to the deputation, the Hon. Mr. Mackenzie states expressly that he will not free the Northern of a single cent of its debt; yes, but we will continue the sentence wherein is found all that is required to allow of his renewing on that question his policy at the last session. "Subject to the legislation that has taken place," adds the Hon. Premier as a proviso and the door is wide open by the prudent words which offer him the means of getting out of the difficulty. The Hon. Mr. Mackenzie pretends that according to the existing laws, the holders of bonds who have in hands the administration of the road, will always have preference over the Government; that these preferential bonds absorb the revenues of the enterprise, and that consequently, according to the existing laws, the Government will never receive a cent. By compounding for 25 cents in the dollar, the Dominion is therefore making a good bargain, and the Northern also apparently, will we add, since from that time it will find itself with means to strike the terminus of the Pacific. But the Hon. Mr. Mackenzie, could he not observe more closely this administration of the Northern, and as being an important creditor, see what are its revenues, what are its expenses, where

the surplus goes to, why this not put aside, as reserve, to pay the interest on the sums due the Government? Why does not one try first to administer the road by a man able and devoted to the Dominion—a stranger to the Company, if necessary, or rather to the holders of bonds? If that does not work, if one finds that by this method nothing can be laid aside, it will still be time to think of the disastrous composition proposed.

The Northern Railway of Toronto is thus *de facto* another line subsidized by the Dominion to unite the Pacific with the roads already existing or projected.

Thus are the three roads shown. Of these three lines we ask that one should be constructed in the Province of Quebec, and this also because we offer the shortest and the less expensive line. A single one of these reasons is more than sufficient.

Such are the expenses, Mr. Speaker, that the construction of the Pacific and of its dependencies will cause to be made in the Province of Ontario. It is enough to make the Province of Quebec's mouth water.

LOSS INCURRED BY THE DOMINION.

I must also take into account the loss incurred by the Dominion by the abandoning of the debt of the Northern. That debt amounts to \$2,000,000. The Company, when compounding, is to give \$500,000 to the Government, and besides \$500,000 in bonds of the second and third issue. There remains one million, if ever there is even a cent of interest paid on these bonds of the second and third issue. Now, for better security, let us take off 25 per cent, and we will say that the loss of the Dominion will not exceed three quarters of a million. As the Hon. Mr. Mackenzie has never caused any of the lines which he seems to prefer to have been surveyed, I take the map of Ontario published by Mr. Devine in 1873.

AMOUNT SUNK IN ONTARIO.

I draw a straight line from the Riviere des Francais to Renfrew. That is the line chosen by the hon. Premier. That part of the Pacific constructed east of Georgian Bay must be 85 miles in length. I therefore measure 85 miles on the straight line which has just been traced. At the point where these 85 miles terminate, which point becomes consequently the terminus, I find myself 35 miles south of the South East Bay of Lake Nipissing, which was to be the terminus under the previous administration; I find myself at 44 miles from this point at the west of the Ottawa, at Mattawan. No doubt but that my honorable friend, the leader of the

Opposition, wished to fix that point as the terminus of this same Pacific, as is shown by the vote I have just now referred to.

More than that, I find that terminus situated more to the south than the Hon. Mr. Mackenzie himself wished it, in the motion which he made then as leader of the Opposition. Thus we are ever drifting more and more towards the south. What is the influence which predominates may be asked? Let us make out a statement according to Mr. Devine's map:

Bonus to the northern of Toronto	\$750,000
35 miles of road built by the Government from Georgian Bay to 35 miles south of Lake Nipissing, at \$30,000 per mile, and that is the lowest estimate.	2,550,000
From that terminus of the Pacific to Renfrew, 116 miles, at \$12,000 per mile.	1,392,000
From that same terminus to Washago, where terminate, actually I think, the lines in operation and coming from Toronto, 70 miles, at \$12,000 per mile.	840,000
	<hr/> \$5,532,000

We thus attain the handsome sum of over five millions and a half paid by the Dominion in the adjoining province.

And I am not taking into account the other millions which will have to be spent in case one should not abandon the idea of causing the Pacific Railway to pass north of Lake Superior, nor of the ten per cent which we should add for the increase of expense occasioned in the construction of lines by the necessary curves.

I must anticipate a mode of reasoning, with which I am sure I shall be met with.

REFUTATION OF OBJECTIONS.

But will one say "it was always your project to unite yourself with the Canada Central at Ottawa, which was shown by you, Mr. Beaubien, in your speeches to obtain from the City of Montréal a by-law granting you one million; this is the idea which was advocated by your President, Sir Hugh Allan, and which is to be seen recorded in all the newspapers of the time. In your efforts at that time, you were supported by the friends of the Canada Central and by the persons interested in that enterprise. You then repeated to all who would listen to you that the good of the country required that this junction with the Canada Central should take place at Ottawa. It was the natural route, the route which

you had caused your leader, Sir Geo. E. Cartier, to adopt. To-day, on account of a political quarrel, ungrateful that you are, and oblivious of your utterances, you turn your back upon your friends of the Canada Central, and because the Hon. Mr. Mackenzie wishes to choose the line upon which you had agreed at that time, you declare that the Premier does not watch the interests of the Province of Quebec."

In the first place, Mr. Speaker, we do not go back upon any one. We are always ready to afford the Canada Central, whose friends formerly worked with us, all the possible facilities to reach Montréal and Québec, giving them use of our track. When the time will come to transact these matters, one will be convinced that our dispositions have not changed, and that we know how to recognize services rendered. What one has always had a right to expect from us, we are prepared to grant, and our views in that respect have never changed.

DESIRE TO SERVE THE PROVINCE OF QUEBEC.

But whilst rendering this service to the Canada Central, will it be made a matter of reproach to us that we also wish to serve the country a little? Will one reproach us with lending an ear to the warm appeal of the County of Pontiac which has voted us \$150,000 as to that of the Province which grants us \$75,000 per mile so long as we shall remain in the Province? Are we to find citizens who for some feeble pretext, or at least without sufficient reason, are so jealous to expel us from the Province? Have we such a number of these enterprises which are called upon to increase our importance that we should hasten to part with them in favor of those who certainly are not so prompt as we are to get rid of the same? One wishes to see us quit the Province of Quebec as soon as possible, and I hear this proposal made by those very men who deplore so pitifully the emigration which is reducing our numbers.

But, Mr. Speaker, there was a time when it was our idea like it was that of the Canada Central to cross over at Hawkesbury, opposite Grenville; why are we not reproached with not having carried out that plan? At that period, the southern shore of the Ottawa, from Hawkesbury, offered us some advantages which allowed us to push on our road towards Ottawa and a large number of the members of the Montréal City Council desired this. But as soon as the County of Ottawa and the Province, by generous grants, had made us see the possibility of remaining longer on the Quebec shore, we established ourselves there joyfully. The

same question presents itself anew a little higher up on the river Ottawa. As soon as our existence is rendered possible to us on the provincial shore, we declare ourselves satisfied and we wish to take the means of remaining there. Is this to be reproached to us as a crime? What anti-national project is there to desire the establishment along our road, in the Province of Quebec, of the population which will not fail to settle along this same road, if it is built on the southern shore.

None of us have ever said to the Canada Central that we would not respond to a reasonable appeal made to us by the Province and by the populations along the road in the County of Pontiac. Which would be the most cowardly on our part to-day, not to accede to all the demands of the Canada Central and of its friends, or to turn our backs to the valiant population of Pontiac who, although not inhabiting one of our richest counties, has nobly performed its duty?

None other than the intimate friends of the Canada Central know better that as soon as the President of the Colonization Railroad became President of the Pacific Railway, the prevailing idea was to adopt the road by the Mattawan whilst giving to our ally the Canada Central all the possible facilities to reach the port of Montreal.

OUR POLICY UNCHANGED.

We have never said that we abandoned forever the idea of going further up than Aylmer, in the Province of Quebec. There was a time when certainly it seemed impossible for us to push further up than Aylmer; at that time the best we could offer was a bridge at Ottawa and a junction with the Canada Central in that city. This was, for the time, we mean the time of the voting of the by-law in Montreal, the land's end of our enterprise. It belonged to the Province of Quebec and the county of Pontiac, who had not yet spoken, to open a new horizon to us. If we are in the wrong in refusing to cross at Ottawa, at least to go and die there, the Province has done wrong to make us the grant, which will allow us, to-day, if the Federal Government will but just lend itself to this, to push our line up into the county of Pontiac. I repeat it, at the time of the voting of the million by the city of Montreal, the national road of which we spoke, the Northern Grand Trunk, as one of our best friends called it, ended at Ottawa, and we were glad to see it extend further west by means of another line; it was infinitely better than to see the line terminate at Ottawa. But from the time that we saw the possibility of remaining still longer in the Province of Quebec we did not fail to the idea of

lending all our concourse. We do not thus act in bad faith towards anyone. We are faithful to the Province without deceiving anyone. The friendly relations existing then between us and the Canada Central, from the point of view of the business of the two companies, we have never impaired them. Our greatest wish, as well as our foremost interest, is to attract on our road all the traffic of the Canada Central. For all that, we do not turn our backs upon the Province of Quebec and to the County of Pontiac, and only the worst treatment, which the Province does not deserve, as well as the most manifest impossibility, would cause our intentions to undergo a change.

JUSTIFICATION OF OUR POLICY.

But here is another reason to justify the position which we assume to-day. If at the time of the passing of the by-law by the city of Montreal we depended entirely on the Canada Central to give us communication with the West, on the other hand the Canada Central, in order to get a direct road to Montreal, was dependent on us. The line from the Coteau on the Grand Trunk to Ottawa hardly gave signs of life; it had been deceived in its hope of receiving a part of the Montreal million dollars, and did not present any certainty for the future. We had no reason to fear it. The Canada Central had, therefore, to apply to us for its connections to the East the same as we had to have recourse to it for our communications with the West.

THE CÔTEAU LINE.

To-day things are much changed. At the time when the engineers of the Grand Trunk are carefully examining the line of the Coteau, are collecting data whereupon is to be based the decision to which is to come the Grand Trunk of guaranteeing the interest on the debentures of that same Coteau line; when this latter line and the Canada Central receives all the attention of the President of the Grand Trunk, Mr. Potter, who with that object in view goes to Pembroke; lastly, when the Canada Central is assured without us of its Eastern connections; this latter Company seems engrossed with the sole idea, of removing all opposition, all noise surrounding the question, whilst it quietly secures for it self the \$12,000 per mile of Mr. Mackenzie and the connection with the West. Whilst matters are thus progressing, we are quietly reproached with not keeping up our former pleasant relations and with not thinking sufficiently of the carrying out of our for-

mer projects. Let us quietly go to sleep over it, Mr. Speaker, and dream that one is oblivious of these good relations which the Companies have always fostered; by telling us that it is unjust and puerile not to prosecute always the same idea; that there are friends to whom we might possibly cause some grief; that we are exposed to show ingratitude of the deepest dye; that we are going to be shown up as ridiculously contradicting ourselves; that possibly, we are guided by nothing else but motives of a political hatred which we dare not reveal, etc., etc., etc., and on awakening from that fatal lethargy what shall we see? The Canada Central leaning on the Hon. Mr. Mackenzie and his \$12,000 per mile, reaching the Pacific on the West, whilst the *écoulement* of its traffic to the East is guaranteed to it by the lines of the Coteau and the Grand Trunk. I can well understand this *laissez-faire* course which one advises us to pursue; why one is touched because our being unfaithful to all that one thought he had a right to expect from us, we venture to manifest some anxiety and make a few movements to save the position. It is now the time quietly to be the catspaw. Why are we to disturb the operation. Imprudent and noisy people that we are to disturb the *entente cordiale* which has always existed, what are we going to do; what have we got to do in the West; our goal, is it not to be at Ottawa?

THE PRESENT STATE OF AFFAIRS.

Mr. Speaker, it is now the time to say what will be our position. Entrusted by the Province with the care, according to the hope it had legitimately conceived, to bring to it the trade of the West, representing not only our Company, but also the interests the most dear to the North Shore, we will then step forward and ask in the name of our still friendly relations, our share of the traffic of the West. What reply will be made to us? Did not the Hon. Mr. Mackenzie say to the deputation, and with some show of reason, that if he reached Renfrew with the subsidized line, he did not think himself in a position to give us running arrangements over the Canada Central from Renfrew to Ottawa? Shall we then be able to treat on an equal footing? One will say to us: What can you give us in exchange, that we have not, of a communication with the West? Without you we can send our products towards the East and the United States; you have nothing to offer us; you are merely asking a favor of us, and nowise proposing us an advantageous exchange.

WESTERN COMMUNICATION NECESSARY.

And yet we cannot do without the Western connection. It will then be too late to look to Pontiac, and perhaps even to the Province of Quebec. The law will be dictated to us, and we shall have to submit to the conditions which one shall see fit to impose upon us, however hard they may be. I dare not mention those which may be reasonably foreseen. But is it not important that the Province should remain mistress of its road?

To this can therefore bring us those who blame us to-day with not adhering to our old projects, those who impute to us as a crime of letting our enterprise grow larger, viz., to deprive the North Shore of the Ottawa and the whole of the North Shore of the St. Lawrence of the only traffic which can make the North Shore and Northern Colonization companies, remunerative enterprises, and at the same time the cities of Montreal and Quebec the entrepôts of the trade of the West.

Those therefore who say to us: "Content yourselves with what formerly satisfied you; cross over to Ottawa and die in the Canada Central," do certainly not take into consideration the imprudent advice which they are thus giving us; at least, such is my opinion. If they will reason the consequences of their advice, they will not be long ere they perceive that they are pushing us into a fatal course, which, in so far as I am concerned, I am not prepared to follow.

FALLACIOUS REMARKS.

With regard to the communications with the West, I have sometimes heard some of our political men express themselves in a manner which has always seemed strange to me. "Why," do they say, "take so much trouble to secure to Montreal the Western traffic, by means of the road which is claimed to be the shortest and the most suitable, when the trade will in any case reach that city, so as do the waters of the St. Lawrence? Whatever is done, Montreal will ever remain the great centre whereto every thing must tend. Whether bales of goods reach Montreal by way of the St. Lawrence or by way of the Ottawa, they will have to come to Montreal anyhow. We have no reason to fear the roads which, a little higher up, are arranging to intercept the trade to transmit to the United States without its perhaps reaching us."

SUCH PRINCIPLES A DANGER.

What a fatal security so strange a principle may produce! Because Montreal is prosperous, must she sleep on her con-

quered laurels, amidst the delices of Capua, and allow during that time that other channels be made for the sources of commercial prosperity which until now have been hers? If we thus spend our time glorifying ourselves over past successes, resting confidently in our present prosperity to face future exigencies, the moment will come ere long when a dangerous competition will rise against us. We are prosperous, therefore let us be all the more active. Let us ever watch with a jealous eye on the means which are at our disposal to increase our prosperity; let us open for ourselves and by the best roads, the generous arteries of the important Western trade. Let us fear the inimical or indifferent hand which would seek to divert them from us and turn them to our disadvantage. Let the iron road bind us as soon as possible with the trade of the lakes to the Georgian Bay whilst waiting for the time when the Province awakening at last to its true interests, unanimously insists on the construction of the Ottawa and French River Canal.

Therein lies the secret of the future prosperity of Montreal; of the great development which she is to attain and which will make of her the rival of the greatest American cities. But for this to take place, it will not suffice to say "Trade will of necessity reach us, whatever we do."

- On the contrary, let us march onwards as in the past, without ceasing to labor and repeating the old saying 'Help thyself and God will help you.'

DANGERS TO BE FEARED.

To-day the whole of the northern shore of the Ottawa and the St. Lawrence may certainly apprehend a combination which might be formed between the Grand Trunk, the Coteau and Canada Central Companies to establish a single and united line from the terminus of the Pacific Railway. And it is whilst one is seeking to accomplish this that we are asked to remain inactive.

GRAND TRUNK OPPOSITION.

One is aware of the opposition we meet from at the hands of the Grand Trunk, in Quebec, in Montreal and in England, when trying to negotiate our bonds. But the struggle is not over; it is proposed to renew it on the banks of the Ottawa. By means of the combinations which it is sought to bring about, it is to the continuation itself to the extension of the Grand Trunk that the Hon. Premier will *de facto* grant his

subsidy, and the connection with the Pacific. And it is to that Company or its representatives that the Federal Government desires that we should address ourselves, we of the North Shore of the Northern Colonization to obtain communication with the West? Really the Hon. Mr. Mackenzie does not know how we have been treated by that Company which he is about to entrust with the dispensation of his favours.

THE MONTREAL BY-LAW.

At the time of the passing by the City of Montreal of the by-law granting the Northern Colonization Railroad one million dollars, the Council of the city fearing less a junction might be established with the North Shore Railroad, behind Montreal, at Ste. Therese, for instance and that the traffic would thus pass by without giving to the city the benefit of its transit, insisted that an Order in Council should be passed by the Government giving the junction of the two roads in Montreal. Might we not ask not only of the Council but of the citizens of Montreal to show the same determination in order to effect that the trade of the West should not, in a much more disastrous manner, pass away from us, by following the road of the Coteau, crossing the St. Lawrence on the bridge about to be constructed at that point and thus crossing over over at an early stage to the United States?

MR. LEGGE'S OPINION.

After having fought as valiantly as he could for the road via the Mattawan, which he considers the best under all circumstances, our able engineer speaks of the alternative left if we cannot succeed to have our plan adopted. He writes: "if however, through any political or other entanglement, the hands of the Dominion Government are tied, and so prevented favoring or accepting this national route, then it becomes the duty of your Company to look after and urge the acceptance of some modification which will, under the circumstances, next best meet the general interests of the country to the greatest possible extent. Coming back, therefore, to the Hon. Premier's route, we find two lines incidentally referred to in Mr. Hazlewood's account of explorations:—

"1st. Route from mouth of French River to Burnt Lake, thence *via* Douglass to Renfrew, a total approximate distance of say 217 miles.

"2nd. Route from mouth of French River *via* Burnt Lake to Pembroke, 188 miles.

"From the foregoing it can be seen that the Pembroke line will give 29 miles

less to construct, or at the very least a saving to the Government and Company empowered to build the subsidized section of \$870,000.

"At Pembroke, moreover, the Ottawa River is tapped, while on the other line a connection is effected with the Canada Central Railway, some distance from that river, and 70 miles above Ottawa.

"In the event of the Montreal Northern Colonization Railway being extended from Aylmer, along the north side of the Ottawa, to a suitable point for crossing, say at La Passe, in the neighborhood of Pembroke, the distance from Ottawa (as recently surveyed, *via* La Passe to Pembroke) will be 87 miles, to which add distance from Pembroke to mouth of French River, as above, 188 miles, and we have a total distance from that place to Ottawa city of some 275 miles.

"The distance from mouth of French River *via* Renfrew, and the Canada Central, will in like manner be 287 miles, or about 12 miles longer than the Pembroke and the M. N. C. R. route. This difference arises to a great extent from the *detour* made by the Canada Central *via* Carleton Place.

"It will thus be seen that even on the Honourable Premier's own ground (shortness of distance) Pembroke will be the point to aim for, and not Renfrew—to say nothing of the extra \$870,000. saved to the Government by the Pembroke route. By many it has been urged that the M. N. C. R. should cross at Portage du Fort, and seek a union with the Government subsidized line at Renfrew or Douglass. From some personal acquaintance with the rough character of the country between Portage du Fort and Renfrew, I was fearful that a road through that section would be very expensive. Mr. Starke, while prosecuting the Upper Ottawa surveys, was directed to make a special examination of the place, and afterwards reported that it would be nearly, if not altogether impracticable, to construct the line from Portage du Fort to the localities referred to. Renfrew and Douglass had thus to be abandoned, and Pembroke selected as the point of junction, from whichever direction the Government line might approach it, either direct from the mouth of French River or from Lake Nipissing."

THE ALTERNATIVE.

As shown by the maps which the Government has caused to be printed, the favoured line would go to Renfrew. We see by the report of Mr. Legge that we could not push our line in this direction. The nature of the locality renders this impossible. Thus, to obtain a communi-

cation with the Pacific Railway, we are reduced to ask the Federal Government to come to carry out a measure of economy of \$348,000 of its subsidy, by directing its line towards Pembroke, and stopping it at that place. Thus the Government road is made 29 miles shorter.

If the Government care to subsidize 29 miles more road, the line once brought into Pembroke, we have not the least objection to it that the \$348,000 economized on the Southern shore be expended on a line from Pembroke downwards in our Province. And why not, since it was decided to expend that amount before we had made our request to the Government?

LETTER FROM THE PREMIER.

In a letter just received by us from the Hon. Mr. Mackenzie, he informs us that he cannot tell us at what point the subsidized line will touch the Ottawa River. Here is his letter:—

"In reply to your communication of the 7th instant, on behalf of the Montreal Northern Colonization Railway Company, asking for information as to the route the subsidized line of railway which is to connect with the eastern terminus of the Canadian Pacific Railway is to follow, so as to guide your Company as regards its connections with said subsidized line, I beg to state that the Government is not in possession of such further information as could enable them to indicate where said line is to touch the Ottawa River."

The Hon. Mr. Mackenzie does not say that he consents to favor Pembroke, and he knows that it is impossible for us to go to Renfrew. He thus destroys the hopes conceived by several of his friends at the time of his interview with the deputation. Mr. Speaker, I can perfectly well understand why some of the gentlemen present at that interview with the Hon. Mr. Mackenzie declared themselves satisfied on their return. The Hon. Premier had replied with such assurance to the remarks of Mr. Legge concerning the difference of the levels, without, nevertheless, giving the figures or results of the shadow of an exploration, that at the close of the interview we hastened to ask our Engineer if in the face of this simple *ipse dixit* of the Hon. Premier, he thought he was able to maintain his views.

THE PREMIER'S DECEPTIVE OFFER.

I have submitted to this House Mr. Legge's reply, by transmitting to each of its members a copy of the last report of that engineer.

On the other hand, the Hon. Mr. Mackenzie informed us that we should have the faculty not only of running our cars,

but also our locomotives on the whole length of the subsidized line up to the Georgian Bay, and that a Board of Arbitrators composed of one representative chosen by the Company whose line would be subsidized, of another appointed by the Government, and of a third selected by our Company, might be established to resolve all the difficulties and render justice to all the interested parties.

The perspective was a fine one, and there was but one thing missing. It was to place this offer really within our reach, and this was not done by the Hon. Premier, as I regret to have to record it here. The hon. gentleman did not do so. He knew that we could not bring our line on to Renfrew, and he did not say then that he would consent to make choice of Pembroke. Nor does he say so now, as can be seen by his last letter. What is the good of making us offers which are not to be realized?

We will ask those who, as has been done already, will persist in declaring that we have received all that we asked for, to tell us how we have succeeded, and what we have obtained? Has anyone undertaken to explain this matter?

I have already said before that we were most politely received; it was impossible to tell us in a more polite way that our

requests could not be acceded to.

I may here say, Mr. Speaker, that we know that the population of Pembroke is well disposed in our favour, and that it proposes liberally to subsidize our line in case it should go there.

RESUME.

To resume. We think the road via the Mattawin the best and most economical, and we respectfully ask that the Government should cause a serious exploration to be made of its rival ere it fixes its choice.

In case the line we prefer should not be adopted, we are compelled to ask that the junction do take place at Pembroke, because it is impossible for us to go to Renfrew, and also because a junction being made at Ottawa, we are exposed to have the law, and a harsh one at that, dictated to us by the Canada Central.

Such are, Mr. Speaker, the few remarks I have thought fit to make before this honourable House on this question of our relations with the West. If we fail in our mission of placing the Province in rapid communication with these vast regions, one will not, at least, be able to accuse us of a want of good will. We have done all we could, let others to do the rest.

